

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 10/02/2002**

DCA01MA056 File No. 12098	08/05/2001	Washington, DC	Aircraft Reg No. N935HA	Time (Local): 17:40 EST		
Make/Model:	de Havilland / Dash 8-100			Fatal	Serious	Minor/None
Engine Make/Model:	Pratt & Whitney Canada / PEW120/PW100		Crew	0	0	3
Aircraft Damage:	Minor		Pass	0	0	29
Number of Engines:	2		Other	1	0	0
Operating Certificate(s):	Flag Carrier/Domestic					
Name of Carrier:	Name					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point:	Same as Accident/Incident Location		Condition of Light:	Day		
Destination:	White Plains, NY		Weather Info Src:	Unknown		
Airport Proximity:	On Airport		Basic Weather:	Visual Conditions		
Airport Name:	Ronald Reagan National Airport		Lowest Ceiling:			
Runway Identification:	Unk/Nr		Visibility:			
Runway Length/Width (Ft):	Unk/Nr		Wind Dir/Speed:			
Runway Surface:	Unknown		Temperature (°C):	Unk/Nr		
Runway Surface Condition:	Unknown		Precip/Obscuration:			
Pilot-in-Command	Age:		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft:	36768		
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land;			Last 90 Days:	158		
Instrument Ratings			Total Make/Model:	10675		
Airplane			Total Instrument Time:	UnK/Nr		

The information collected during the investigation of this accident indicates that the ramp agent had both training and experience in working near propeller-driven airplanes and that the carelessness shown in the accident was inadvertent and out of character. This finding is substantiated by statements from coworkers, who described the ramp agent as safety conscious and a hard worker. The surface of the ramp was not a factor in this accident. The ramp agent was at the end of his shift on a very hot day and was taking a medication for a medical condition that had the potential to impair his judgment.

Brief of Accident (Continued)

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Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON

Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) WEATHER CONDITION - TEMPERATURE,HIGH
2. (C) AIRPORT OPERATIONS - INADVERTENT - GROUND PERSONNEL
3. (C) PHYSIOLOGICAL CONDITION - GROUND PERSONNEL
4. (F) IMPAIRMENT(DRUGS) - GROUND PERSONNEL

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The ramp agent's impaired performance due to his hyperthyroidism, which was exacerbated by the heat and was inadequately controlled by medication, and possibly also due to the use of an antianxiety medication.